



ALEXANDRIA, VA.

MONDAY, JULY 31, 1871.

Justice Gray, of the Police Court, in Washington, on Saturday, stated that "he had received information that there are persons belonging to the legal profession, frequenters of that court, who employ runners, drummers, agents, by whatever name they may be best described, to pounce upon ignorant people, especially those of the colored race, who are so unfortunate as to be brought up upon charges, and to agree with such, on behalf of their principals, to obtain an acquittal, the consideration being often a fee equal to or even in excess of the fine to be imposed on a conviction." The Justice then proceeded in a very forcible manner to denounce such a proceeding, as "utterly disgusting and a disgrace to the profession." We are happy to believe that such a practice as is here so forcibly condemned, is not known on this side of the Potomac.

The plan for the deportation from France to Arizona territory, in this country, of a class of the Communists convicted of complicity in the late atrocities in Paris, it is stated will probably be carried out. It is rather a curious chapter in the history of the times. The plan is said to have been probably originated and conducted by Charles D. Poston, formerly delegate to Congress from Arizona. We are quite sure these expected immigrants will not be satisfied. They will find in Arizona no columns and statues to pull down—no stately residences to destroy—no archbishops to shoot—not many priests to murder! We question too, *reluctant* as they are, whether they will "very much prefer" to be neighbors and friends of the Red Indians.

In another column will be found the proceedings of the "Agricultural and Mechanical Association of Northern Virginia," which has just been organized in Warrenton, Fauquier county. We need not say that we wish it every success, and trust that it may be a thriving as well as a useful institution. The Warrenton Index says:—"The minimum of the stock in this new organization has been already taken. If the officers of the association will exert themselves in soliciting transfers and new subscriptions, the maximum may be soon reached. The importance and advantages of such an Association were able set out on last Court Monday by Messrs. Forbes and Brooke."

The New York Globe says:—"Some way must be discovered whereby the cost of governing the people shall be reduced, else we shall become over-taxed and bankrupt. The amount of money spent by cities, States, and the General Government for 'running the machine,' is frightfully appalling, and indicates one of two or three things: either we have a very defective system of government; or else we are very extravagant; or else we have very many dishonest officials, who rob the people of the money which is ground out of them by taxation."

Bowen, convicted in Washington, of bigamy, (having in reality, three wives living) and pardoned by President Grant, has gone back to Charleston, S. C.; been received with an ovation; had a banquet given to him; made a speech, &c., &c. More "honors" were announced for the future. He says that "when Congress re-assembles he will obtain the seat to which he was legally elected in October last." It is proper to add that these disgusting proceedings are much condemned by a considerable number of the people of Charleston, of the Radical party.

It is said that the Orleans princes, the Count de Paris and the Duke d'Aumale, propose to defer their claims to the throne of France to the Count de Chambord, the legitimate Bourbon heir. There is policy in this. If there is to be "restoration" at all, and the Empire is to be abolished, the only chance for the Orleansists and the Bourbons, is a coalition. The Count de Chambord is childless, and his successor would be the Count de Paris, in the regular order of descent.

Alexander Lovelot, a French Canadian, residing with his family on Navy Island, and Edward Bogardus, of Chippewa, in attempting to cross to Navy Island, at 12 o'clock Wednesday night, were carried over Niagara Falls. On Friday remnants of their boat were found below the falls, but their bodies have not yet been found. Accidents of this kind were formerly very rare at the falls—but now they have become more frequent.

Advices from North Carolina predict a close result either way in next Thursday's election. The speech of Attorney General Akerman, threatening that the administration will not recognize any State government evolved from the proposed new convention is certainly having its effect on a number of voters who are afraid, if they vote their real sentiments, there will be further trouble, and more oppression.

On Saturday, at Cape May, during the bathing hour, the room of Mr. De Wall, of Philadelphia, at Congress Hall, was robbed of a watch, diamond, &c., valued at \$4,000. No clue to the thieves as yet. It is feared that detachments of professional thieves, from the large cities, have been sent, this summer, to several of the fashionable watering places.

The complaint against Queen Victoria for her constant seclusion from the public eye, has again commenced in Great Britain. Her recent failure to receive properly the Crown Prince of Russia, and his wife, is much commented on. The Pall Mall Gazette actually advised that the social duties of the Queen should be transferred to the Prince and Princess of Wales.

Mr. George V. Hall, general secretary of the Young Men's Christian Association, has sent to the treasurer of the U. S. thirteen hundred dollars, which was forwarded through him for credit to the conscience fund, by a young man greatly benefited by recent religious experience. We should be very glad if the "benefit" of these religious experiences would extend to the consciences of many who stole, and carried off during the late war, books, jewelry, pictures, pianos, carpets, &c., and burnt goods, for which the sufferers had to pay after the war, (though they never used them,) in money, to those from whom they were purchased, while the thieves and incendiaries go "soot free."

Dispatches from Washington say, "that while no effort is now being made by the U. S. government, for the acquisition of Cuba it is known that the policy of the government is not to let the island pass into the hands of any other Power. There is as yet, however, no indication that Spain will relinquish its possession."

The New York Times has been engaged for some time in investigating the financial affairs of the city under the present municipal administration, and avers that extensive frauds have been discovered, with much reckless waste and mismanagement. Its charges have created much feeling.

We have another chapter of horror, in the account of the terrific explosion of a ferry boat at New York, with the loss of some fifty lives, and the wounding and mutilation of near a hundred more—many of the killed and wounded being women and children.

The President has tendered the appointment of Commissioner of Indian Affairs to Felix R. Brunot, of Pittsburg. Mr. Brunot is not inclined to accept it, as he is a gentleman of great means and a member of the present board of Indian commissioners.

It is now said that the contract for the base-work of the new State Department building, in Washington has been awarded to Messrs. Rodwell & Co., of Maine, and the contract for granite for the superstructure to Messrs. Ordway & Co., of Virginia.

The sub-committee of the Congressional Committee of Investigation of the Condition of the South returned to Washington on Saturday from a sojourn in South Carolina. They give out that they are full freighted with Ku-Klux.

The New York Fruit and Wine Reporter says that 8,000,000 pine apples and 125,000 bunches of bananas have arrived at that port since the opening of the season, about the 1st of June.

What, for a Ku-Klux exhibition, is thought of the "colored riot in North Carolina?" Call the "Committee!"

NEWS OF THE DAY.

"To show the very age and body of the Times."

A dispatch from Navasota, in Texas, says:—"A construction train of nine cars bound north this evening, with eighteen laborers, was precipitated in the Navasota river. The derrick of the wrecking car striking the lateral braces and rods of the bridge, caused the accident. The superstructure of the first span was carried away, and the second, third and fourth spans went to the bottom with the cars and engine, a mass of ruins. Five men were killed instantly, two fatally injured, and twelve more or less injured."

A dispatch from Omaha, dated on Saturday says:—"The storm of last night was more severe than at first supposed. Roads and bridges in many places were washed away, and the crops, in many places destroyed. The track of the Union Pacific Railroad was washed away in several places. At one place a stream swelled to such an extent that the water carried a quarter of a mile of track bodily over a fence four feet high."

The mail train of the North Carolina railroad from Charlotte, bound east to Goldsboro met with a serious accident on Saturday between Stallings and Wilson's saw-mill, eighteen miles east of Raleigh, the engine and tender being thrown from the track, and they and the express car badly damaged. A terrible storm was raging at the time of the accident, the train being struck by lightning, without, however, any serious injury to passengers.

The remains of Major Henry C. Wharton, son of Mrs. E. G. Wharton, now confined in the Baltimore City Jail on the charge of poisoning, were disturbed at Norristown, Pa., on Saturday, by direction of the authorities of Baltimore. The stomach and intestines were removed, and brought to Baltimore to be analyzed by Professor Aiken.

John F. Pickens, a New York broker, brought to Wilmington, Del., on charge of fraud by the officers of the Wilmington, Charlotte and Rutherford Railroad Company, was committed to jail Saturday in default of \$300,000.

The British Government has appointed Mr. Russell Guernsey, arbitrator under the Treaty of Washington. Judge Frazier, of Indiana, is the representative of the United States, and a third member of the Board is yet to be appointed conjointly.

The second instalment of the payments for the lease of Samana Bay, Santo Domingo, amounting to \$150,000, was sent President Baez by the steamer which left New York on Saturday last.

The Moorefield (West Virginia) Advertiser of the 28th states that the Baltimore and Ohio Railroad Company has lowered its local freight charges throughout that State.

Commissioner Pleasanton has decided that bankers are not to be taxed upon capital borrowed by them for employment in business.

The trial of Mrs. Wharton will take place in September next, the term commencing the second week in that month.

DEATH OF MR. SLIDELL.—Cable dispatches from London report the death of John Slidell, at the age of 78 years. He was born in New York 1793, and twenty years afterward removed to Louisiana. He was appointed by President Jackson United States District Attorney for that State, was frequently elected to the Legislature, was a Representative in Congress from 1843 to 1845, and for a time was United States Minister to Mexico. In 1853 he succeeded to the unexpired term of Pierre Soule in the United States Senate, and 1855 was re-elected for six years. When the war commenced he resigned and at once took a prominent part in the fortunes of the Confederacy, and was appointed as Minister to France. He was with Mr. Mason in the British steamer *Treat* when both were captured by the U. S. steamer *San Jacinto*. After the release Mr. Slidell made Paris his residence, and since then never returned to his native country.—*Baltimore American*.

VIRGINIA NEWS.

The Charlottesville Chronicle, after a brief experiment, has suspended its daily issue and will devote itself entirely to the weekly paper. It has fully tested the ability of Charlottesville to support a daily, and finds that it is an impossibility.

During the prevalence of a severe thunderstorm which swept over Lexington on Saturday afternoon, the barn of Rev. Wm. Miller, was struck by lightning and entirely consumed, together with his whole crop of wheat, which was very large. Mr. Miller's loss is very heavy.

A letter received in Richmond contains the sad intelligence that at last accounts Dr. Moore, late pastor of the First Presbyterian church of Richmond, was barely alive, having lost his speech entirely.

Mr. Nathan Parkins, a native and for many years a resident of Frederick county, died on Saturday week at the residence of his son, Cline's Mill, Augusta county. Mr. Parkins was about 80 years of age.

Gov. Walker has gone to Philadelphia to accompany Mrs. Walker back to Richmond. They will leave early in August for one of the Virginia springs.

The Warren Sentinel learns that snow fell to the depth of three inches on the night of the 19th inst. at Reams' Gap, Rappahannock county.

Agricultural and Mechanical Association of Northern Virginia.

Pursuant to public notice, a meeting was held at the Court house, in the town of Warrenton, Fauquier county, on the 22d of July, 1871, to hear the report of the committee delegated to represent the stock of Fauquier county in the meeting of the Piedmont Agricultural society at Culpeper Court house, on the 18th inst., and to take steps to form a separate agricultural association. Gen. Eppa Hinton was called to the chair, and J. W. Finks appointed secretary.

The chair having explained the object of the meeting, John M. Forbes, on behalf of said committee, arose and stated in a succinct manner the reasons which led to their withdrawal. He was, on a call of the meeting, succeeded by Jas. V. Brooke, who endorsed his report and urged action on the part of those present.

On motion, the report of the committee was accepted and unanimously approved.

John H. Rixey then offered the following resolution, which was adopted:

Resolved, That we will proceed forthwith to organize a society to be called the Agricultural and Mechanical Association of Northern Virginia, with a minimum capital of \$100,000, and that we cordially invite all of our friends in this and the adjoining counties to co-operate with us on equal terms—every share of stock to count one vote—and if necessary to scale the stock, then all to be scaled alike.

The charter for the Association was then submitted, read and adopted.

[This charter provides for the organization of a company for the purpose of promoting the interests of agriculture, and the improvement of stock and agricultural implements and the mechanic arts in the Commonwealth of Virginia, by holding fairs from time to time, in the county of Fauquier, and by such other means as are lawful and proper; the name of the said company to be the "Agricultural and Mechanical Association of Northern Virginia"—the capital stock of which shall not be less than ten thousand dollars, nor more than one hundred thousand dollars, to be divided into shares of twenty-five dollars each. The amount of real estate proposed to be held by said company shall not exceed two hundred acres.—The place in which the principal office is to be kept and the chief business to be transacted, to be the town of Warrenton in said county of Fauquier.—The names and residences of the officers who for the first year are to manage the affairs of the company to be as follows, viz:

OFFICERS.—Hon. Wm. Smith, Fauquier, President; J. H. Rixey, Fauquier, 1st Vice President; Gen. Jas. N. Bethune, Fauquier, 2d do; Robert Beverly, Fauquier, 3d do; Robt. Bolling, Fauquier, 4th do; G. M. Bastable, Fauquier, 5th do; Capt. James North, Culpeper, 6th do; Gen. L. L. Lomax, Fauquier, 7th do; Gen. Fitz Lee, Stafford, 8th do; Jno. M. Forbes, Fauquier, 9th do; Dr. John A. Chilton, Fauquier, 10th do.

DIRECTORS.—J. D. Bethune, B. F. Rixey, J. B. Withers, John B. Hinton, J. V. Brooke, M. B. Washington, S. G. Embrey, William H. Lewis, S. P. Bayly, Julian P. Lee, General Benjamin Huger, C. H. Banks, of Fauquier; R. H. Dulany and Wm. B. Berkeley, of Loudoun; G. S. P. Triplett, of Culpeper; Major R. E. Smith, of Prince William, and Colonel John Willis, of Orange.

On motion, the adoption of By-Laws for the government of the association, Mr. Rixey urged the necessity of this one, which was carried without a dissenting voice.

Be it ordered that no subscriber shall be required to pay in any one year more than ten per cent. of the amount of his or her subscription.

On motion, the chair appointed the following gentlemen to draft By-Laws for this association, viz: Capt. A. D. Payne, J. H. Rixey, J. V. Brooke, Jno. M. Forbes, and J. D. Bethune.

Ex-Governor Smith being vociferously called for, made known his reasons for resigning the Presidency of the Piedmont Society, and in a short and pointed speech infused his hopeful spirit in his hearers. When he concluded it was moved and carried.

That the President of this Association be vested with full power to appoint canvassers to solicit subscribers to the stock of this Company from this and the adjoining counties; and that he be requested to call a meeting at the earliest practicable day, to locate the fair grounds and determine whether or not a fair shall be held there.

Thereupon, the President announced that all officers of the association would be regarded as canvassers, and that he would in due time appoint them.

On motion of Mr. Forbes it was resolved that the chair appoint from the directors of this association a committee of five, whose duty it shall be to ascertain and report what parcels of land in the vicinage of Warrenton can be procured that are suitable for a fair ground, and the terms on which they can be purchased. The chair appointed the following gentlemen on said committee: J. H. Rixey, J. D. Bethune, J. V. Brooke, G. S. P. Triplett and John B. Hinton.

It was moved and carried that Jas. V. Brooke and Jno. M. Forbes be requested to address the people who may convene in Warrenton on next Court Monday, on subjects relative to this association.

On motion it was resolved that the editors of newspapers in this and adjoining counties be requested to publish these proceedings.

After which, on motion the meeting adjourned. EPPA HINTON, Chairman. JNO. W. FINKS, Secretary.

LAND SALES.—We learn from the Charlottesville Chronicle that the following parties have recently purchased farms in Albemarle: S. P. Wilson, of Pennsylvania, a farm at \$40 per acre; Daniel Bolan of California, 270 acres, \$16 per acre, near Keswick; Wm. J. Davis, 615 acres, \$10,000, near Cobham depot; John C. Henckell, 527 acres, at \$10,000 near Lindsay station; Jason B. Douglas, 370 acres, at \$15 per acre; Samuel Lockhart, New York, 150 acres, at \$20 per acre; James Allan, from Scotland, 125 acres at \$2,000, all near Barboursville; A. J. Smith, 116 acres, at \$2,000.

[COMMUNICATED.]
To the President and Directors of the Washington and Ohio Railroad.

I entirely approve the sentiment said to be expressed by an officer of your company, in answer to some criticism in a Washington paper, commenting upon your delay in giving out contracts on the road from Hamilton westwardly, which was in substance that you did not intend to do so until you were ready, and that you intend to do your business in your own way. Pray permit me, who has been a staunch advocate for your scheme from its inception, when its objective point was but the coal fields of Hampshire county, and whose interest has been largely increased by the grander project of a connexion with the Ohio river, through the illimitable coal fields and deposits of iron ore in West Virginia, to make a few remarks.

With this preface, I beg leave to call your attention to an article from the New York Express, under the caption, "Narrow Gauge Railroads—their great economy," which I have read with great interest.

I have no pretensions to any knowledge or skill in engineering, or the management of railroads, but the statements in this article—facts I presume—have led me to the consideration of applying this new system to the construction of your road.

The enormous difference in the construction of the narrow gauge 3 feet road, instead of 4 feet 8 inches, is of itself a great desideratum. The saving in the carrying of useless dead weight, equally enormous in favor of the narrow gauge, is perhaps even more important, particularly of each item, as you will see set forth at large in this article.

I have every confidence that your energetic and indomitable President, Hon. Lewis McKim, and his associates will endeavor to make this great work after the very best manner, and they may have had this subject under consideration.

You have now in active operation some 40 miles of wide gauge to Hamilton.

The reduction of this to the narrow gauge would not involve a serious loss, including the necessary alterations of the rolling stock. It may, perchance, be said that the great bulk of your transportation is expected to be coal and iron, and much greater amounts may be carried in cars on the wide gauge. Is this in reality an objection to the narrow gauge?

The article referred to, says, "the present passenger car weighs 32,000 pounds empty. The car for the three feet gauge weighs but 1,300 lbs. A car that weighs 32,000 lbs. will carry on an average about 40 passengers. The car that weighs 1,300 lbs. will carry 30 passengers."

Then three cars wide gauge will carry 120 passengers, or an additional car for the narrow, or a difference of 25 per cent. to the number. I presume the same per centage would exist as to burden or coal cars.

It would, of course, for a large traffic in coal or such articles, increase the number of cars largely, and when trade is slack there may be large supplies of cars lying idle. But if the calculations of this writer are to be relied upon—as I suppose they are—the saving of carriage in dead weight would surely overbalance largely this difficulty; to say nothing of the difference in the original construction of the road itself, and the great economy in the construction of the locomotives, passenger and burden cars. I have thrown together these ideas in a crude form, hoping to arrest your attention to the matter, and have no doubt you will consider them carefully. If you have not already had them under consideration, I claim to be one of the warmest and most sanguine of the friends of this great road, and beg you to excuse my apparent intermeddling with your duties, caused by my zeal for its completion after the best fashion. AN ORIGINAL STOCKHOLDER. ALEXANDRIA, July 31, 1871.

NARROW GAUGE RAILROAD—THEIR GREAT ECONOMY.—[From the New York Express.]

The subject of road gauge appears to be attracting much public attention at this time, and people seem anxious to know the relative advantage between the two. With me it is not a new subject. I have watched its progress and examined the investigation made in England some years ago, between the 4 feet 8 inches and the 3 feet gauge then contrasted. People should not expect favorable expressions in regard to the narrow gauge from men largely interested in the present wide gauge roads. Their entire interest is against the construction of narrow gauge, for the reason that they know that they will furnish full evidence of their great advantage, in capacity and economy, over the 4 feet 8 inches, and wider gauges of roads. If I had expended millions on a piece of work for the public that could not be withdrawn or diverted or used for any other purpose than its original intention, I should not care to see—although the public might—another road or rival line along the side of the one that I had expended largely upon to mature, that could do the business I had expected to do at one-quarter less cost in construction, and at one-third less operating expenses. This is the solution of indifference in expression, or perhaps more properly, disparagement of expression, in regard to narrow gauge railroads on the part of interested and prejudiced railroad men. But, notwithstanding the prejudice, this system will vindicate itself. To deal in generalities, there will be full one-quarter, on an average, saving in the cost of construction, and full one-third difference in the cost of operation, between a 3 feet and 4 feet 8 inches gauge. This I shall try to make plain.

To every ton of paying freight, two tons, on an average, for the road has to carry two tons, on an average, for the one ton paid for, or a dead weight equal to the paying tonnage; in other words, and to bring it home to every mind, I will state it in another way. If the Hudson River Road requires \$2 per ton, between New York and Albany, for 100 tons of freight, they must draw 200 tons, including the cars in which it is loaded; that brings the price to \$1 per ton, in fact, instead of the \$2, as would at first appear, of the weight hauled. On a 3 feet gauge, to draw 100 tons, they would require only one-half the dead weight. If they get \$2 per ton, the same as on the wide gauge, they draw one and a-half tons, and get \$2 for that ton and a-half, thus saving one-quarter. A locomotive capable of drawing 120 tons on an 80 foot grade, 3 feet gauge, will weigh 17,500 pounds. A locomotive to do the same on a wider or ordinary gauge, would weigh 35 tons, or one-half difference. Of course, there is at least from one-third to one-half less cost of wear and tear by running the light engine and lighter cars on even a lighter road. When roads are much curved, the narrow gauge has greater advantage over the wide gauge than in straight lines. Three feet seems to be the best adapted to a large business, with the best economy in operating, and I think that will be the standard gauge of the narrow class.

NEW YORK AND THE WEST.

Take a road on the west shore of the Hudson, from this city, and run it from Hoboken, near Turner's, to the village of Walden, Orange county, on the Walkill river, then down the Walkill valley, to Kingston, and still further on to Saugerties and Cairo, ten miles west of Catskill, and from thence over to Port Plain, in the Mohawk valley, then up to Ticonderoga, on the south side of the river to Utica and Syracuse, and its length would be from thirty-five to forty miles less than that of one-third to one-half the distance than by the Hudson River and New York Central to Syracuse. Lay the track 3 feet gauge and extend it to Buffalo, the distance would be from this city to Buffalo 405 miles, as against 443 by the New York Central. It can be built with the double track, with full and ample equipment for doing a business equal to that done on the Central and Hudson River, for \$32,000,000. The same business could be done on it that is done on the Central for one-third less cost.

Difference in the cost and equipment between the Central and Hudson River and the West Shore, as above stated, \$78,000,000, or an annual saving in interest of \$546,000; difference in length of line, 35 miles; \$922,000 saving per annum: difference in operating expenses between the two roads per annum, about \$3,000,000, or about one-third saving: a difference between the two lines, the New York Central and Hudson River, 4 feet 8 inches, and the West Shore, 3 feet gauge, per annum on the same business, of \$4,476,000, or a dividend of nearly 24 per cent. in favor of the new line and narrow gauge. Taking the above statement, the new line could have a surplus of 24 per cent. from earnings and savings, when the old line could only pay expenses and interest at 7 per cent. on cost. Extend on to Chicago and to St. Louis from Buffalo and you have the same advantage in proportion for the rest of the distance. The road from Walden to Kingston, 34 miles, is now nearly completed, and a part in successful operation. In making my calculations on cost of road, I have estimated liberally for freight accommodations, which are included in the \$25,000,000 to Buffalo.

But to come back to the narrow gauge. The difference in weight of passenger cars is much greater than in the freight cars, as between the two gauges. The present passenger cars weigh about 32,000 pounds empty, hammers the rail with 4,000 pounds on a wheel. The car for a three-foot road weighs but 1,300 pounds, or whole car weight, 5,200 pounds. A car that weighs 32,000 pounds will carry about on an average forty passengers. The car that weighs 5,200 pounds will carry thirty passengers. The dead weight to a passenger on the four feet eight and a half inch gauge is 800 pounds. In the three feet gauge, 175 pounds to each passenger of dead weight. Difference in favor of narrow gauge, 927 pounds to a passenger. Supposing your passenger weighs, say on an average with his baggage, 225 pounds, the account would stand thus: Wide gauge, for each passenger, 1,025 lbs.; narrow gauge, 398 lbs., or less than half. I think the New York Central carries at least from 800 to 1,000 lbs. of dead weight to each passenger. They carried last year about 4,000,000 of passengers, and at 1,077 lbs. each passenger and dead weight, make 4,300,000 tons. On a 3 feet gauge for 4,000,000 passengers, they would carry 1,562,000 tons. This is sufficient to show the difference between the two gauges of railroad, one 4 feet 8 inches, the other 3 feet. In estimating the cost of operating the two roads on the different sides of the river, and the different gauges, I have estimated that the Central Road runs 40 trains per day each way, making 35 miles distance each train at \$1 per mile, \$2,800 per day. Multiply this amount by 365 days, and I get the saving per annum of \$922,000 as above stated.

The Erie Road, if its gauge was reduced to feet, would become a paying road at once; but can it ever earn a dividend on its present gauge? The dead weight eats up all their profits. It is much larger than in a 4 feet 8 inch—at least 4 larger. The Erie Road carries 25 tons weight for every ton of paying freight, and they carry at least 1,000 lbs. of dead weight to every passenger, or, as compared to the 3 feet gauge to every passenger, they draw 1,225 lbs., while the 3 feet road draws 398 lbs. to every passenger carried, being a saving of more than 3 to 1. All of these estimates are obtained from reliable data, and have been proved by actual experiments and experience.

Terrible Disaster in New York.

NEW YORK, July 30.—As the Staten Island Ferryboat Westfield was starting from her dock at the foot of Whitehall street, next the Battery, at 1:30 this afternoon, with a heavy load, composed mainly of the usual class of Sunday excursionists, to the number of about 200, her boiler burst, with a tremendous explosion, shattering the entire upper works of the boat into a thousand pieces, and laying open the whole forward part of the hull from the very keel.

The spectacle on the ill-fated vessel subsequent to the explosion is beyond description. A great yawning abyss stretched from about the engine room close to the stern, and the deck seemed to have opened like a sepulchre to swallow its load of human freight in the dark hold beneath. The dead and dying were lying about in every direction among the debris of broken timbers, splinters and heavy machinery. From midships to the cut water the boat presents a vast hold filled with fragments of spars, beams and bulwarks and fragments of iron. How many bodies still lie beneath the ruins in that fearful hold it is impossible yet to tell. They are bringing them out every hour.

The boiler was inspected by John K. Mathews, United States Boiler Inspector, on the 15th of June, and pronounced safe. Henry Robinson, engineer of the Westfield, stated that he tried the cocks in the boiler a few moments before the explosion, and found water at the upper cock. He states further that at that time he looked at the steam gauge and noticed that there were twenty-seven pounds steam on her boiler; also, that steam was blowing off at the safety valve, showing the boiler was carrying the full extent allowed by the certificate. He further states that the boiler was repaired last winter. The cause of the explosion was probably the breaking of the joints of the plate with which the boiler had been patched on the rear end.

It is impossible as yet to give the names or number of the dead. The Times estimate forty killed, and seventy-five or a hundred wounded, men, women and children.

between the Central and Hudson River and the West Shore, as above stated, \$78,000,000, or an annual saving in interest of \$546,000; difference in length of line, 35 miles; \$922,000 saving per annum: difference in operating expenses between the two roads per annum, about \$3,000,000, or about one-third saving: a difference between the two lines, the New York Central and Hudson River, 4 feet 8 inches, and the West Shore, 3 feet gauge, per annum on the same business, of \$4,476,000, or a dividend of nearly 24 per cent. in favor of the new line and narrow gauge. Taking the above statement, the new line could have a surplus of 24 per cent. from earnings and savings, when the old line could only pay expenses and interest at 7 per cent. on cost. Extend on to Chicago and to St. Louis from Buffalo and you have the same advantage in proportion for the rest of the distance. The road from Walden to Kingston, 34 miles, is now nearly completed, and a part in successful operation. In making my calculations on cost of road, I have estimated liberally for freight accommodations, which are included in the \$25,000,000 to Buffalo.

But to come back to the narrow gauge. The difference in weight of passenger cars is much greater than in the freight cars, as between the two gauges. The present passenger cars weigh about 32,000 pounds empty, hammers the rail with 4,000 pounds on a wheel. The car for a three-foot road weighs but 1,300 pounds, or whole car weight, 5,200 pounds. A car that weighs 32,000 pounds will carry about on an average forty passengers. The car that weighs 5,200 pounds will carry thirty passengers. The dead weight to a passenger on the four feet eight and a half inch gauge is 800 pounds. In the three feet gauge, 175 pounds to each passenger of dead weight. Difference in favor of narrow gauge, 927 pounds to a passenger. Supposing your passenger weighs, say on an average with his baggage, 225 pounds, the account would stand thus: Wide gauge, for each passenger, 1,025 lbs.; narrow gauge, 398 lbs., or less than half. I think the New York Central carries at least from 800 to 1,000 lbs. of dead weight to each passenger. They carried last year about 4,000,000 of passengers, and at 1,077 lbs. each passenger and dead weight, make 4,300,000 tons. On a 3 feet gauge for 4,000,000 passengers, they would carry 1,562,000 tons. This is sufficient to show the difference between the two gauges of railroad, one 4 feet 8 inches, the other 3 feet. In estimating the cost of operating the two roads on the different sides of the river, and the different gauges, I have estimated that the Central Road runs 40 trains per day each way, making 35 miles distance each train at \$1 per mile, \$2,800 per day. Multiply this amount by 365 days, and I get the saving per annum of \$922,000 as above stated.

The Erie Road, if its gauge was reduced to feet, would become a paying road at once; but can it ever earn a dividend on its present gauge? The dead weight eats up all their profits. It is much larger than in a 4 feet 8 inch—at least 4 larger. The Erie Road carries 25 tons weight for every ton of paying freight, and they carry at least 1,000 lbs. of dead weight to every passenger, or, as compared to the 3 feet gauge to every passenger, they draw 1,225 lbs., while the 3 feet road draws 398 lbs. to every passenger carried, being a saving of more than 3 to 1. All of these estimates are obtained from reliable data, and have been proved by actual experiments and experience.

Terrible Disaster in New York.

NEW YORK, July 30.—As the Staten Island Ferryboat Westfield was starting from her dock at the foot of Whitehall street, next the Battery, at 1:30 this afternoon, with a heavy load, composed mainly of the usual class of Sunday excursionists, to the number of about 200, her boiler burst, with a tremendous explosion, shattering the entire upper works of the boat into a thousand pieces, and laying open the whole forward part of the hull from the very keel.

The spectacle on the ill-fated vessel subsequent to the explosion is beyond description. A great yawning abyss stretched from about the engine room close to the stern, and the deck seemed to have opened like a sepulchre to swallow its load of human freight in the dark hold beneath. The dead and dying were lying about in every direction among the debris of broken timbers, splinters and heavy machinery. From midships to the cut water the boat presents a vast hold filled with fragments of spars, beams and bulwarks and fragments of iron. How many bodies still lie beneath the ruins in that fearful hold it is impossible yet to tell. They are bringing them out every hour.

The boiler was inspected by John K. Mathews, United States Boiler Inspector, on the 15th of June, and pronounced safe. Henry Robinson, engineer of the Westfield, stated that he tried the cocks in the boiler a few moments before the explosion, and found water at the upper cock. He states further that at that time he looked at the steam gauge and noticed that there were twenty-seven pounds steam on her boiler; also, that steam was blowing off at the safety valve, showing the boiler was carrying the full extent allowed by the certificate. He further states that the boiler was repaired last winter. The cause of the explosion was probably the breaking of the joints of the plate with which the boiler had been patched on the rear end.

It is impossible as yet to give the names or number of the dead. The Times estimate forty killed, and seventy-five or a hundred wounded, men, women and children.

FAUQUIER COUNTY.—[From the Warrenton Index.]

A Camp Meeting will be held on Fauquier circuit, Baltimore Conference, Washington District, on the 17th August, about one and a quarter miles from Beaton station, on the O. & A. railroad. Trains passing day and night. Suitable camping ground has been selected, well watered and shaded, near Warrenton, Culpeper Court house, and the Fauquier White Sulphur Springs—located in a beautiful country, and very accessible to the cities and towns in Virginia and Maryland, along the great northern and southern railroad line.

Messrs. Forbes,